



DEFENSE SUPPLY AGENCY
DEFENSE PROPERTY DISPOSAL SERVICE
DEFENSE PROPERTY DISPOSAL REGION OFFICE COLUMBUS
NEWPORT RESIDENCY-STRINGHAM ROAD, BLDG. 115
PORTSMOUTH, RHODE ISLAND 02871

IN REPLY
REFER TO

DPDR-CMS-C

18 January 1974

SUBJECT: Sale of Destroyer Escorts EX-DE-141, EX-DE-131, EX-DE-241,
EX-DE-242 and EX-DE-254

TO: Commanding Officer
Naval Inactive Ship Storage Facility
Orange, Texas

1. Subject vessels, listed as items 1, 3, 5, 6 and 7 on Sale 16-4026, opened on 13 December 1973, have been awarded to Andy International, Inc., Ship Dismantling Facility, P. O. Box 3028, Brownsville, Texas 78520 for \$169,999.00. The vessels are to be removed by 19 February 1974.
2. Enclosed are four copies of the DD Form 1427, Notice of Award. Upon receipt of final payment from the purchaser, the paid in full copy of the Notice of Award will be forwarded to you authorizing release of subject vessels.
3. Three copies of DSSO-SN Form 22, "Inventory and Receipt of Property on Board Vessels" are forwarded for each vessel for appropriate action.

2 Encl

JOSEPH P. SULLIVAN
Chief

Copy furnished: (w/o encl)
CNO (435)
NAVSHIPSYSCOM (043)

OP-431/jj
Ser 1242P43
5 OCT 1972

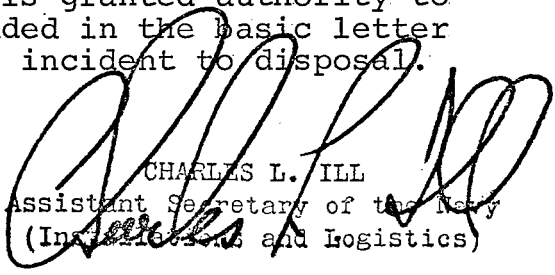
FIRST ENDORSEMENT on CNO ltr ser 1241P43 of 3 October 1972

From: Secretary of the Navy
To: Chief of Naval Operations

Subj: Survey of OSTERHAUS (DE-164), KEITH (DE-241), TOMICH
(DE-242), SWASEY (DE-248), RICKETTS (DE-254) and
HOLTON (DE-703)

1. Returned, approved. The OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON shall be stricken from the Naval Vessel Register on 1 November 1972.

2. The Chief of Naval Operations is granted authority to dispose of these ships as recommended in the basic letter and will take the necessary action incident to disposal.


CHARLES L. ILL
Assistant Secretary of the Navy
(Inspection and Logistics)

Copy to:

SNDL Part I

21A Fleet Commanders in Chief (CINCLANTFLT only)

24C Cruiser Destroyer Force Commanders (COMCRUDESANT only)

SNDL Part II

A1 Immediate Office of the Secretary

A2A Independent Offices (NAVCOMPT, JAG, ONR & OLA only)

A4A Chief of Naval Material

A5 Bureaus

FF8 Inspection and Survey Board (PRESINSURV & SUBINSURVLANT only)

FKA1 Systems Command Headquarters (less NAVAIRSYSCOMHQ & NAVFACENGCOMHQ)

FKL1 Shipyards (NAVSHIPYD PHILA (Code 960) only)

FKL7 Inactive Ship Storage Facility (ORANGE)

DSSO PORTSMOUTH

DHEW

GSA

SPCC

MMFO (E)

OPs-00, 09, 090, 09B2, 09B3, 09B9, 904K, 090R, 10,
03, 32, 33, 35, 40, 41, 094, 095, 007, 008, 973 only



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO
OP-431/jj
Ser 1241P43
OCT 3 1972

From: Chief of Naval Operations
To: Secretary of the Navy

Subj: Survey of OSTERHAUS (DE-164), KEITH (DE-241), TOMICH (DE-242), SWASEY (DE-248), RICKETTS (DE-254) and HOLTON (DE-703)

- Encl: (1) PRESINSURV Endorsement ser 1376 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 14-72 of 14 June 72 (OSTERHAUS (DE-164))
(2) PRESINSURV Endorsement ser 1378 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 16-72 of 16 June 72 (KEITH (DE-241))
(3) PRESINSURV Endorsement ser 1370 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 17-72 of 16 June 72 (TOMICH (DE-242))
(4) PRESINSURV Endorsement ser 1372 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 18-72 of 19 June 72 (SWASEY (DE-248))
(5) PRESINSURV Endorsement ser 1374 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 20-72 of 26 June 72 (RICKETTS (DE-254))
(6) PRESINSURV Endorsement ser 1368 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 22-72 of 26 June 72 (HOLTON (DE-703))

1. Enclosures (1) through (6) are surveys of the OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON. These ships are Destroyer Escorts which were commissioned between 1943 and 1944 and placed out of commission, in reserve after service in World War II. The ships have not been modernized. In order to meet the minimum demands of present day operations, extensive repairs and modernization would be required. The costs of such a program are disproportionate to the value of the ships.

2. The President, Board of Inspection and Survey has found OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON unfit for further Naval service and has recommended that these ships be stricken from the Naval Vessel Register. The Chief of Naval Operations concurs and recommends these ships be stricken from the Naval Vessel Register on 1 November 1972, as provided for in Title 10, U.S. Code 7304.

OP-431/jj
Ser 1241P43
OCT 3 1972

3. Subsequent to striking, authority is requested to dispose of these ships pursuant to the existing law in a manner most advantageous to the government.

4. Pursuant to the requirements of Title 10, U.S. Code 7307, and because these ships have been found unfit as required by law, it is hereby certified that OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON are not essential to the defense of the United States.

DH Jackson
D. H. JACKSON
BY DIRECTION

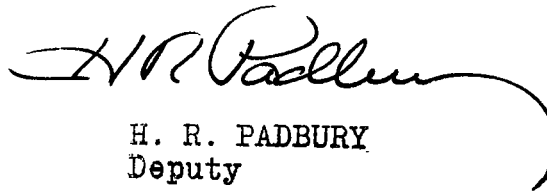
OLB/mh
DE-241
SER 1378
10 JUL 1972

SECOND ENDORSEMENT on SUBINSURV NAVINACTSHIPFAC ORANGE report ser 16-72 of 16 June 1972

From: President, Board of Inspection and Survey
To: Secretary of the Navy
Via: Chief of Naval Operations

Subj: Survey of KEITH (DE-241); report of

1. Readdressed and forwarded, recommending approval.
2. The President, Board of Inspection and Survey concurs in the unfit finding of the Sub-Board and in the recommendation that KEITH (DE-241) be stricken from the Naval Vessel Register.


H. R. PADBURY
Deputy

Copy to:
CNO (OP-43)
CHINAVMAT
CINCLANTFLT
NAVSHIPSYSCOMHQ (2)
SUBINSURV NAVINACTSHIPFAC ORANGE
NAVINACTSHIPFAC ORANGE
DSSO
NAVINSGEN

COMMANDING OFFICER
NAVAL INACTIVE SHIP MAINTENANCE FACILITY
ORANGE, TEXAS

04:RLW:d1
4730/DE-241
Sub-Bd InSurv 16-72
16 June 1972

From: Senior Member, Sub-Board of Inspection and Survey, Naval Inactive Ship Maintenance Facility, Orange, Texas
To: President, Board of Inspection and Survey (original and (3) copies)
Via: Commanding Officer, Naval Inactive Ship Maintenance Facility, Orange, Texas

Subj: Survey of KEITH (DE-241); report of

Ref: (a) CNO ltr OP-431/jj ser 466P43 of 31 Mar 1972
(b) NAVSHIPSYSCOMHQ 271958Z Apr 72

Encl: (1) Discrepancy List of KEITH (DE-241) dated 15 - 19 May 1972

1. In accordance with reference (a), the Sub-Board of Inspection and Survey, Naval Inactive Ship Maintenance Facility, Orange, Texas, conducted a survey of KEITH (DE-241) during the period 15 - 19 May 1972.

2. The Board finds the KEITH (DE-241) is unfit for further service in that the repairs herein recommended and the cost of activation and modernization are disproportionate to the value of the ship for the service to which assigned.

3. The following costs provided by reference (b) substantiate the findings:

a. Acquisition Cost-	-\$ 4,544,273.00
b. Replacement Cost-	-\$20,300,000.00
c. Modernization Cost-	-\$ 4,300,000.00
d. Estimated Cost of Activation-	-\$ 3,300,000.00
e. Estimated Cost of Repairs -	-\$ 2,600,000.00
f. Estimated Scrap Value -	-\$ 33,000.00

4. In view of the above findings, the Board recommends:

- That the KEITH (DE-241) be stricken from the Naval Vessel Register.
- That all useable equipments as designated by the cognizant technical systems commands be removed from the ship prior to disposal.
- That she be disposed of in accordance with the laws and regulations prescribed for the disposal of Naval Ships.

4730/DE-241
Sub-Bd InSurv 16-72

Subj: Survey of KEITH (DE-241); report of


R. L. WESTOVER
LCDR., USN

Copy to:

CNO
CNO OP-43
CNO OP-433
CRNAVMAT
NAVSHIPSYSCOMHQ (2 copies)
NAVELECSYSCOMHQ
NAVORDSYSCOMHQ
NAVSUPSYSCOMHQ
CINCLANTFLT
DSSO, NEWPORT, R.I.
DLSC, BATTLE CREEK

Copy to: (w/o encl.)

CNO OP-03
CNO OP-34
BUMED
BUPERS
NAVINGEN

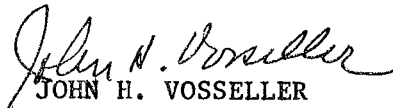
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4730/DE-241
Ser: 240
21 June 1972

FIRST ENDORSEMENT on SnMbr, SubBdInSurv, InactShipFacTex ltr 4730/DE-241
SubBdInSurv 16-72 of 16 June 1972

From: Commanding Officer, Naval Inactive Ship Maintenance Facility, Orange, Texas
To: President, Board of Inspection and Survey

Subj: Survey of KEITH (DE-241); report of

1. Forwarded, concurring in the findings and recommendations of the Sub-Board.


JOHN H. VOSSELLER

Copy to:

(See basic letter)

OP-09B91SH/cv
Ser 3778P09B9
20 December 1967

Dear Mrs. Christian:

In your letter of 10 December you requested to know to whom you ~~would have~~ to write to for authority to visit USS KEITH DE-241 berthed at Orange, Texas.

The person to whom you would have to write is Commander, Texas Reserve Fleet, Orange, Texas.

A flyer on the Dictionary of American Naval Fighting Ships is enclosed. Volume III which covers letters G thru K should be available for purchase from the Superintendent of Documents, Government Printing Office, Washington, D.C., early next spring.

Sincerely yours,

Mrs. C. W. Christian

(b) (6)

ORIG: (b) (6) YNC, OP-09B91SH, X-64191, typed (b) (6)

12-20-67

OP-09B915H/jw
Ser 3669P09B9
8 November 1967

Dear Mr. Casey:

Your communication of 1 November on behalf of Mrs. C. W. Christian of (b) (6) has been given to me for reply.

Mrs. Christian has asked why her brother, the late Ellis J. Keith, Jr., Seaman Second Class, USNR, was chosen in the naming of Escort Ship USS KEITH (DE-241) launched 21 December 1942. Each Navy ship is named according to a name source established for her type. Escort Ships are named for deceased members of the Navy, Marine Corps or Coast Guard. At the time DE-241 needed a name, Seaman Keith had recently given his life in the service of his country. For meritorious achievement as a radioman and gunner in an aerial attack on the enemy in Kiska Harbor 11 June 1942 he was posthumously awarded the Air Medal. His name was therefore appropriate for this type of ship, particularly so because this ship was being built in Ellis Keith's home city and state, Houston, Texas, and was to be launched there. There have always been many more deserving names of deceased heroic Navy men than there are ships to proudly bear their names. In a very real way, therefore, USS KEITH represented Seaman Keith and all Texans and all Americans who gallantly served and died for their country.

We are enclosing for Mrs. Christian a copy of the history of USS KEITH (DE-241) which will appear in the third volume of the Dictionary of American Naval Fighting Ships, soon to be published. Although the Keith family undoubtedly has the citation made at the Air Medal presentation, we are enclosing a copy of this citation. Since Mrs. Christian's mother sponsored USS KEITH, Mrs. Christian will also be interested, I know, in the enclosed brochure on christening, launching and commissioning ships of the U.S. Navy.

Best wishes in your important work.

Sincerely yours,

Honorable Bob Casey
House of Representatives
Washington, D. C. 20515

Copy to: SECNAV (#34588)
OLA

ADIC. MRS FISHER. OP-09B915H. X-64551. typed J. Ward. 11/8/67

NAVAL MESSAGE **** UNCLASSIFIED **** NAVY DEPARTMENT

ROUTINE
R 121300Z FEB 74
FM INACTSHIPSTORFAC ORANGE TX

TO NAVSHIPS DET PORTSMOUTH VA INFO: RUEDASA/DPDR NEW PORT RI
CNO WASHINGTON DC CHNAVMAW WASHINGTON DC
NAVAL SHIPBUILDING SCHEDULING OFFICE PHILADELPHIA PA

UNCLAS//N04500///

ATTN SHIPS 043
CNO 435
REMOVAL OF SHIPS CONTRACT 16-4026-005, ITEMS 005 AND 007

1. EX-USS KEITH (DE-241) AND EX-USS RICKETTS (DE-254)
DEPARTED FROM THIS FACILITY AT 0945, 9 FEB UNDER TOW OF
TUGS "TAURUS" AND "HERMES" WADE TOWING COMPANY BROWNSVILLE,
TEXAS FOR PURCHASER ANDY INTERNATIONAL INC., BROWNSVILLE
TEXAS.

BT

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094(6) 941(10) 943(5) 007(9) COMPT(4) INSURV(4) OLA(5) PERS(1) NCSC(2)

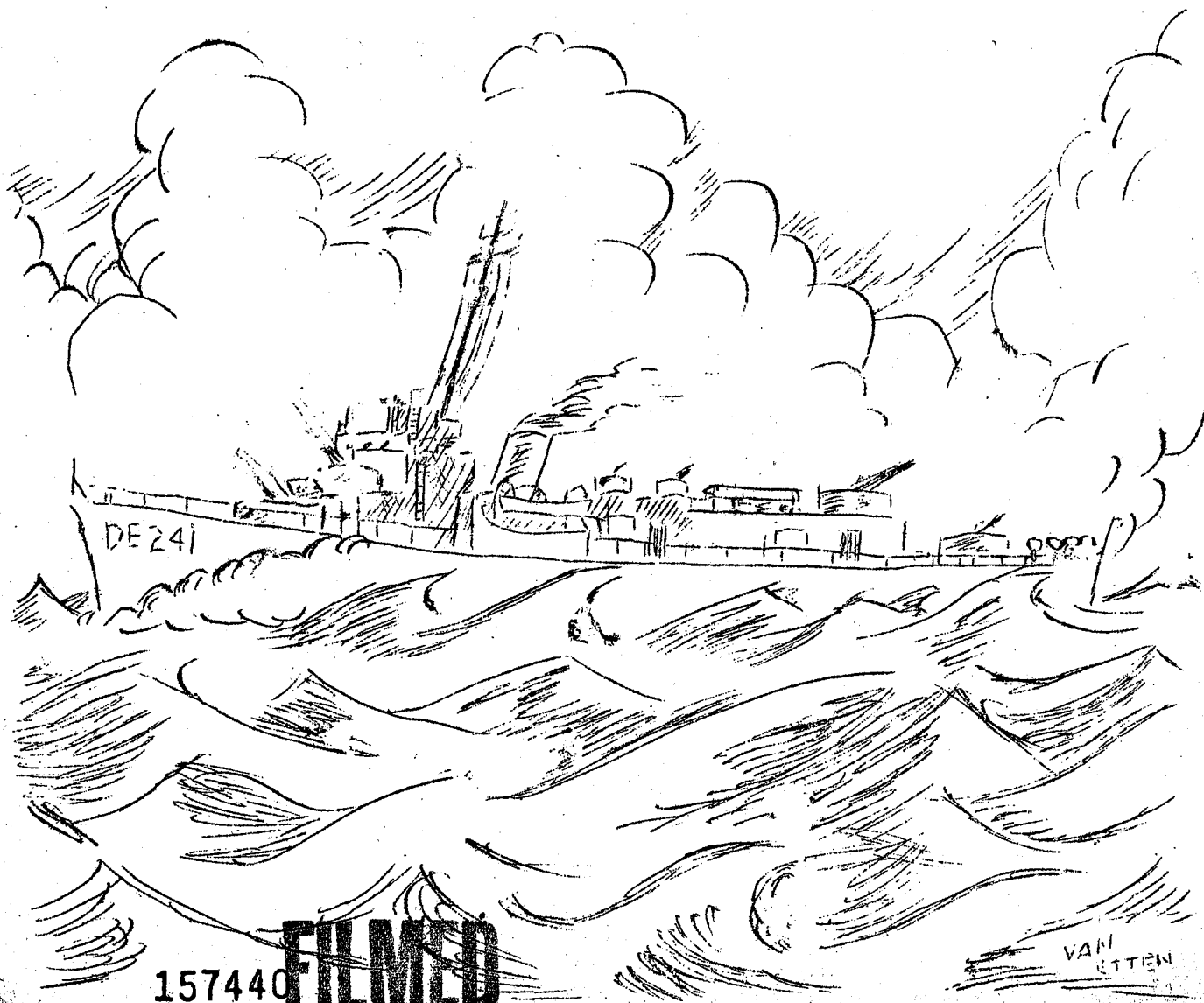
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*****UNCLASSIFIED*****

HISTORY

of the

USS KEITH (DE 241)



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ETTEN

HISTORY OF THE U.S.S. KEITH (DE241)

On the 4th of August 1942 a huge crane swung a section of keel into place on the building ways of the Brown Shipbuilding Company at Houston, Texas, and another unit of the United States Navy's mighty fleet of combatant ships was begun. A sign alongside the building ways read "Hull No. 241". Later, the name "KEITH" was assigned in honor of an Aviation Radioman who had given his life in the Aleutians when the Navy Patrol Bomber in which he was flying crashed after a combat mission.

Pre-fabricated sections were welded in place while work continued twenty-four hours a day. The hull began to take form and on the 21st of December, only four-and-a-half months following the laying of the keel, the Mother of the lad for whom the ship was to take her name crashed a bottle of champagne across the bow and amidst the cheers of the workmen, the hull slid into the waters of Houston Harbor.

Work was continued alongside the dock. Bulkheads were finished, cables strung, piping fitted, engines, pumps, and the hundreds of other pieces of equipment necessary to make the ship a fighting unit were installed.

Meanwhile, at the Subchaser Training Center in Miami, Florida, a nucleus group of the leading petty officers who would man the ship was being formed and trained in their multiple jobs aboard another ship of the same type. Officers, too, were being selected and trained for the various positions they would fill aboard. At the Naval Training Center in Norfolk, Virginia, the remainder of the crew were being indoctrinated to the Navy. These last were mostly new men in the service while their future shipmates in Miami were old hands who had been to sea before on other ships.

July 19, 1943, was the date finally selected to commission the ship, thus making her an active member of the United States Navy. A month or so prior to this time, the prospective commanding officer, Lieutenant Drayton Cochran, with some of the ship's prospective departmental officers, plus the leading petty officers of the crew, had arrived in Houston and were busily getting acquainted with all the intricate details of their new ship. The prospective executive officer, Lieutenant Jack L. Rinn, with the remainder of the officers, had been transferred to Norfolk, and was organizing the rest of the crew, setting up watch bills, and supervising all sorts of training for the men.

Meanwhile, it was learned that the KEITH would be under the command of Commander T. C. Dunstan, USNR, as the "Commodore" of Escort Division SEVEN, abbreviated as "CortDiv7". Also, in the division were five of her sister ships, U.S.S. MOORE, U.S.S. TOMICH, U.S.S. J. RICHARD WARD, U.S.S. OTTERSTEITER and U.S.S. SLOAT.

On July 11, five officers and 135 enlisted men boarded a train in Newport News, Virginia. This completed the future crew of the KEITH, except for those already in Houston, Texas. A three-day train trip followed. A tired, dirty crowd of men got off the train in Houston and reported to the Receiving Station at the Brown Shipbuilding Company.

Three days later, the KEITH was complete and, taken in tow by three tugs, moved to the docks of the Tennessee Coal and Iron Works. On the next day, July 19; the officers and men of the KEITH, smartly dressed in whites, lined up on her fantail. Shortly before 10 A.M., a representative of the Brown Shipbuilding Company made a speech of presentation. The new Captain accepted the ship for the Navy, a whistle blew, and simultaneously the commission pennant and the national flag were hoisted. The new skipper turned to his executive officer and ordered, "Set the watch!" Instantly the bosun's pipe was heard over the public address system and the port watch was piped to stations. Lieutenant Ralph W. Richardson, the Gunnery Officer, took the deck. The uniform of the day was changed dungarees and the crew turned to loading the stores and spare parts which filled four railroad box cars on the deck. Three days later, those cars were empty. A small amount of Diesel fuel was delivered by tank car, enough to keep the four powerful Diesel engines running a short time.

On July 23, the ship got underway under her own power for the first time, steaming down the Houston Ship Canal to a petroleum storage tank farm, where the fuel tanks were filled to capacity. Then, in the afternoon, a short trip took the KEITH to the docks of the Army Ammunition Supply Depot. The level of the dock was so much higher than the deck of the ship that cranes had to be used to place the cases of shells aboard. Depth charges were also loaded here. The next afternoon, the KEITH got underway again and continued on down the Houston Ship Canal and the Brazos River toward Galveston Bay.

A tropical hurricane was coming in, however, and at the entrance of Galveston Bay, it became necessary to anchor with both anchors. Mountainous waves built up in the shallow water and rocked and pounded the new ship furiously. The wind reached a record velocity of 130 miles per hour.

It was two days before the KEITH could get underway. Then, proceeding into Galveston Harbor, she was placed in a floating drydock and lifted out of the water. Her bottom was scraped, removing the launching grease, and anti-fouling paint was applied.

Four days later, the KEITH steamed out of Galveston and for the first time got out of sight of land on the Gulf of Mexico. She entered the southwest pass at the mouth of the Mississippi River and fought the strong muddy current for 110 miles to New Orleans. Here she was de-magnetized as much as possible and the heavy- de-gaussing cables installed. After three days, during which the crew had liberty in the strange old city, the KEITH again got underway.

The cruise down the river was amazingly swift and the ship was out of the pass and into the Gulf of Mexico in a short time. A long trip to Bermuda followed during which the crew really began to get acquainted with the ship and settled down into the routine of life at sea. Another storm greeted the ship when she arrived off the tiny island.

Bermuda proved to be a forbidding and hectic place. The shake-down exercises which were required had the crew on the go at all times. Time in port was brief and much-needed for rest. Liberty was scarce and short-lived. At sea, anti-submarine and gunnery exercises kept everyone busy. It was not only in the daytime that the crew had to go to "General Quarters". Night exercises robbed everyone of sleep. This intensive training went on for two weeks, and still there were two more weeks scheduled. But the gun crews had made such an excellent record in shooting down sleeves and blasting surface targets, that the KEITH's last two weeks of training were cancelled and she set sail for Norfolk.

The Navy Yard at Helena, across the stream from the big yard at Portsmouth, Virginia, gave the ship the benefit of its workmen to repair and adjust the complex machinery onboard. The crew experienced the impossible rattle of chipping hammers and the glare of arc-welding that so characterizes navy yards all over the United States. Cables and hoses strung over the decks and the litter that inevitably collects, made the crew wonder how the ship would ever get clean again. But this lasted for only four days and the KEITH moved to the Naval Operating Base, Hampton Roads, Va.

Late in the afternoon of September 14, 1943, orders came for the KEITH. She got underway and slipped out past Cape Henry in the gathering dusk where, off Virginia Beach, a huge convoy had gathered. The KEITH assumed a screening station which was assigned by the Escort Commander.

It was an anxious crew that watched the dimmed lights on the Virginia shoreline recede astern. Ahead lay the broad Atlantic and the rumors of German surface raiders as well as the well-known submarine wolf-packs. The convoy was bound for the Mediterranean Sea where the Italians had only recently given up and the German planes made frequent raids on shipping. This was the first real duty that most of them had ever experienced.

The routine of the convoy settled down and one day followed the other in monotonous succession, but one compensation was the fine weather which prevailed after the convoy passed Bermuda. On October 2, the coastline at the Straits of Gibraltar was sighted. Soon the convoy was passing the mighty British stronghold. For another day it steamed into the blue Mediterranean. Then, British corvettes met the convoy and assumed the screen, relieving the American escorts, which turned back to Gibraltar for one night and then on to Casablanca, French Morocco. Here the ship stayed at the oil docks for four days receiving supplies, provisions, and fuel. The first convoy trip was over uneventfully and the KEITH's crew had an opportunity for liberty in a foreign port.

On October 8 the destroyers and destroyer escorts which had brought the convoy over steamed out of Casablanca and met a west-bound convoy at the Straits of Gibraltar. Here, the U.S. escorts relieved the British smoothly and the convoy went on out into the Atlantic. The monotonous routine again established itself. Part of the convoy broke off at the Azores, where some other ships joined the group. After passing Bermuda, the perfect weather was disrupted by a series of squalls and small storms. The convoy was broken up at Norfolk and the merchant ships scattered to their various East Coast ports, the KEITH accompanying the New York section.

For the first of many times to follow the crew saw New York Harbor. Upkeep availability was assigned in the Navy Yard at Brooklyn. Half of the crew got leave for the first time since coming aboard. The other half enjoyed liberty in the huge city. Back in the Navy Yard confusion much worse than that in the Norfolk Navy Yard reigned over the KEITH. The ship was a weird spectacle as the Navy Yard employees worked aboard. The bright electric floodlights, gigantic traveling cranes, clanging bells, whistles, chipping and riveting hammers, arc-welders lamps, the sparks from cutting torches, all combined to present an impressive scene of intense activity. Finally, the half of the crew that rated leave returned reluctantly to the ship, the last liberty was granted, and a renewed and sparkling KEITH steamed up the East River between the Bronx and Queens.

She made the trip from New York to Portland, Maine, by the inland waterway. A week of gunnery and anti-submarine exercises followed under the watchful eye of representatives of Commander Destroyers, Atlantic Fleet. Helpful suggestions were made and groups of men were sent ashore for special training. When this period of refresher exercises was finished, the KEITH was off for Norfolk.

After a brief stay for fuel and provisions, the ship met a convoy outside the entrance to Chesapeake Bay, and feeling like a veteran now, formed up in the screen, confidently taking her place as the convoy got underway. This was another Mediterranean-bound convoy. The same experience was repeated and after an uneventful nineteen-day voyage, the escort duty was relinquished to the British at Gibraltar on December 2, 1943. The American escorts proceeded to Casablanca, where the KEITH was again moored to the fuel docks for four days. The officers and crew enjoyed liberty again and Casablanca seemed like a familiar place. On the afternoon of the fifth day, orders came and the DD's and DE's got underway to meet another westbound convoy off Gibraltar. The following day an escort carrier group joined the convoy in the morning leaving in the afternoon and again the familiar routine was established. There was the usual exchange of ships at the Azores. Finally, on December 22, the New York section broke off and the KEITH was assigned as escort. Christmas Eve found the KEITH in Delaware Bay with two merchant ships, which kept getting separated due to low visibility and a lashing storm. The ship was relieved of her duties to the convoy when, early Christmas morning, she entered the swept channel for New York Harbor. She tied up at Bayonne, New Jersey, and her second period of yard availability began.

On the 28th, the command of the ship was changed, when Lieutenant Drayton Cochran, USNR, was relieved by his former executive officer, Lieutenant Jack L. Rinn, USNR. The new executive officer, Lieutenant W. W. Patrick, USNR, reported aboard.

After twelve days of availability, the KEITH got underway and proceeded to Gravesend Bay to calibrate her new radio direction finder equipment. She was one of the first DE's to have it installed and her appearance was slightly altered by the new mast raised just aft of the torpedo tubes. There followed five days of training off the eastern shore of Long Island. Each night the ship anchored in Fort Pond Bay, Long Island.

She then proceeded to Norfolk for three days before setting out on her third convoy trip. Again the route was the same and on the 14th of January, she took station and settled down to the routine of guarding the merchant ships with their valuable war cargoes bound for the Mediterranean. The British relieved the American escorts again, so then the American escorts went in as before to Casablanca.

This time the KEITH had stayed in only one day when she was ordered to patrol the Straits of Gibraltar along with the other ships of CortDiv7. Two days later, she joined a west-bound convoy. After the separation of the convoy on the East Coast, the KEITH was again assigned to the New York Navy Yard, being detached on February 22.

Eleven days of availability followed at the Brooklyn Navy Yard. Shipshape again, the KEITH proceeded to Fort Pond Bay and conducted six days of exercises off the eastern tip of Long Island, working with friendly submarines from the New London base. Meanwhile, a new escort carrier task force was formed, consisting of five DE's, one Destroyer, and the U.S.S. TRIPOLI. The KEITH, along with most of CortDiv7, was included. When the scheduled exercises were completed, the group set course for Norfolk, arriving the following afternoon. The next four days were spent getting provisions, supplies and fuel and enjoying the last liberty in the States for what might be a long time. Then, on the 15th of March, the KEITH sailed in her first offensive task group operation.

The escorts took up screening stations ahead of the TRIPOLI and were indoctrinated to the intricacies of flight operations. The group moved southward and eastward toward the Cape Verde Islands, taking time out for firing exercises. Very little of interest occurred. There were no submarine contacts, although, whereas with the convoy, subs were avoided, now they were deliberately hunted. Finally, after two weeks of searching, one of the carrier's planes saw a sub on the surface. But it had disappeared by the time the DE's arrived on the scene and was not found again. The group then started south again. On April 4, the crew stood on the fantail and meekly submitted to the royal ministrations of King Neptune and His Aide, Davy Jones, represented by the veteran shellbacks of the crew. Heads were shaved, belt lines run through, and many other indignities suffered, but the entire crew had been promoted from their ignominious status as pollywogs and emerged as seasoned shellbacks. After the ceremony, the Old Man of the Sea

returned to his watery kingdom and relinquished command to the skipper, himself a brand new shellback.

The next day, the group arrived in the harbor of Recife, Brazil, for refueling and re-provisioning. The trip back north to the United States was started the next afternoon. Nothing more than plane crashes and the subsequent rescue of survivors occurred until the 19th of April. On that day, a TBF sighted and attacked a submarine on the surface. Two escorts steamed at full-speed to the scene but a two-day search of the area produced negative results. A few days later, the group left the operating area. The TRIPOLI was escorted to Norfolk and the DE's proceeded to New York for availability and overhaul. Fourteen days of the usual confusion followed, while yard workmen swarmed over the ship. On May 14, most of CortDiv7, including the KEITH, rendezvoused outside New York Harbor and proceeded to Casco Bay, Maine. After four days of exercises in gunnery and ASW the ships departed for the Norfolk area. There were three days in the Naval Operating Base and then out for another trip.

The TRIPOLI's group left Norfolk on May 24th and headed southeast. An eventful week followed when orders were suddenly received to proceed to the northward and rendezvous with a convoy bound from the British Isles to the east coast of the United States. Fog began to close in and flight operations had to be canceled. On June 3, the convoy was sighted just after a submarine scare. The search proved fruitless, however, and a rendezvous was effected. For the next four days, the carrier and her escorts accompanied the convoy, furnishing air and surface protection. Then, the task group was detached and proceeded north again to Argentina, Newfoundland, for supplies. There were two days in port and then the task group set course for Norfolk. The KEITH was assigned to escort the TRIPOLI to Quonset Point, Rhode Island, where she was to be engaged in carrier qualification duty. After ten days, a destroyer relief was provided and another New York Navy Yard availability began. During this availability, the KEITH was painted in a camouflage scheme.

On the 11th, the KEITH got underway and spent most of the day loading ammunition at Earle, New Jersey, then shoved off for Casco Bay, Maine, and nearly two weeks of exercises. July 26th saw the KEITH in Boston, reporting to the U.S.S. PASADENA, a new light cruiser, for escort duty to Hampton Roads, Virginia. At Norfolk it was discovered that this next trip would be made with the U.S.S. CORE, another escort carrier, and not the TRIPOLI. The CORE had an impressive record of submarine sinkings to her credit. The KEITH spent two days in the Navy Yard at Portsmouth for minor repairs and adjustments. Then, she moved to the Convoy Escort Piers where, on August 3rd, the Commodore, assisted by officers from the MOORE, conducted an annual military inspection of the ship. The next day was spent calibrating the radio direction finder in Chesapeake Bay. A few days later, the CORE's task group sailed for offensive action against German submarines in the North Atlantic.

Rough seas prevailed on the way to Bermuda and most of the crew were seasick again, especially the new members. Off Bermuda, the group conducted co-ordinated anti-submarine problems for two days. They then steamed through the tortuous channel on the morning of August 13th. After only a few hours devoted to receiving fuel and provisions aboard, the ships filed out again and took up their offensive operation. At dawn, one morning, a patrol plane spotted a surfaced submarine. The group spent two days investigating this contact. Although several depth charges attacks were made by the surface ships, leaving no positive results. The CORE then gathered her ships, leaving the scene of the contact to another task group, and proceeded northeastward to operate against a German weather reporting sub. Intercepted radio messages and disappearing radar contacts verified the sub's presence. Planes and escorts made numerous attacks on doubtful contacts. But the weather that the sub had been ordered to report afforded the necessary protection.

The 27th of August dawned foggy, so that flight operations were delayed until a patch of clear sky was found. Then the CORE launched nine planes. But four hours later, when their fuel supply was running low, the carrier was again fog-bound. Three escorts, including the KEITH, were investigating a contact far from the CORE. They reported that the weather near them was reasonably clear at the moment but that the fog was rapidly approaching. Abandoning their search, the DE's turned away from the fog and steamed at full-speed as the pilots raced the slowly overtaking fog blanket. The planes crash-landed in the sea ahead of the DE's just as the white fluff finally caught up. The crews of the nine planes were rescued after an anxious hour.

Two days later, one of the CORE's planes spotted an oil slick at the spot where the WARD had made a depth charge attack. The pilot heard good indications on his underwater listening device and attacked with depth charges. The next day, the oil slick was much heavier but stationary and Diesel oil was observed bubbling to the surface. The KEITH was active again and made two hedgehog attacks on a sonar contact at the spot, but with negative results.

On September 2, the CORE re-fueled her escorts at sea. The group left the operating area a week later, setting course for Argentina. Only one day from port, after nearly a month at sea, the KEITH and two other escorts were detached to assist another carrier task group which was attacking a sub on the Grand Banks of Newfoundland. The KEITH was detached from this group on September 12th and proceeded to Argentina to rejoin the CORE, having been underway for thirty-five days. Provisions and supplies had run very low and there was only a small amount of useable fuel left. Four days later, the group set out again, refreshed, for more operations at sea. This time it headed southeast and patrolled the area on the southern edge of the Grand Banks. Heavy fog and high seas made flight operations impossible. Finally, on October 5th, the CORE received orders all hands were waiting for and a course was laid for Norfolk. The escorts left her off Cape Henry three days later and proceeded to New York.

It was a rusty, battered KEITH that steamed into New York Harbor on the morning of the 9th of October, just two months after leaving Norfolk. The crew was tired of the sea and the Statue of Liberty never before looked so welcome. Half the crew rated leave and the other half got some morale-building liberty. A ship's party was given which was a huge success. The eleven days of availability in Brooklyn Navy Yard sped by with alarming speed. Soon, it was time to get underway again. The KEITH that left the yard was almost unrecognizable as the same ship that had pulled in just a week-and-a-half before. Fresh paint and deck-covering, plus much-needed repairs and modifications made her almost new.

All of Escort Division SEVEN, except the TOMICH, proceeded to Casco Bay, Maine, for more exercises. These began on October 24 and lasted until November 1, when the group again sailed for Norfolk. Three days later the KEITH tied up at Yorktown, Virginia, at the ammunition dock. Later that day, she got underway again and moved to NOB, Norfolk. She stayed there three days, calibrating her electronic equipment and getting fuel and provisions.

On November 7th, the CORE and her group got underway and headed for Bermuda where the task group participated in combined air-surface exercises. In between exercises, there was time to grant liberty to the crew so they could explore the quaint British colony. The weather was pleasant most of the time and stayed that way until the exercises were over on December 3rd. Then the group got orders to proceed at best speed to assist. But the weather suddenly started acting up and a high wind from the north, plus heavy seas, made progress very slow. The storm lasted two days and the CORE's orders were changed again to proceed to New York.

December 7th through the 11th was spent moored to the 33rd Street Pier, Brooklyn, for recreational availability. Two-thirds of the crew as granted liberty each night. Then, the entire group sailed again, going to Block Island Sound. There the escorts were detached and proceeded to Fort Pond Bay.

While anchored in Fort Pond Bay on December 15th, command was changed on the KEITH for the second time. Lieutenant W. V. Patrick, USNR; the former Executive Officer, relieved Lt. Comdr. Jack L. Rinn, USNR. The former Engineering Officer, Lieutenant Frank P. Zoch, Jr., USNR, became the new Executive Officer. The ceremony was simple and took place on the boat deck. The retiring skipper read his orders, then turned to his relief, who saluted and said, "I relieve you, sir!"

The next week was occupied by gunnery, damage control, and ASW exercises. On December 23, CortDiv7 returned to Brooklyn, N.Y. The Christmas holidays were spent at the 35th Street Pier. Then, back to Fort Pond Bay for more drills, including breeches buoy and towing. On New Year's Day, the KEITH went into the fuel docks at Melville, Rhode Island. She stayed there for two days, then joined the MOORE in escorting the CORE for four days of carrier qualification duty. Following this, she and the WARD screened the CORE on the trip to Norfolk. Leaving her there, the two ships steamed northward again, and pushing aside solid chunks of ice in New York Harbor, tied up in the Brooklyn Navy Yard for ten days availability.

At the end of this yard period, CortDiv7 steamed down to Norfolk arriving January 20. Here the ships stayed four days, then started north with the CORE for Quonset Point, Rhode Island. Half-way up a heavy, low-hanging mist was encountered, blown by a steady wind from the east and west. The bitter cold caused this mist to form a thick ice encrustation topside. The seas were fairly high and the course lay directly in the trough, so that the DE's rolled heavily. As soon as the KEITH was tied up to the pier at Melville, all hands were turned to clearing the one hundred tons of ice that had formed. This occupied the afternoon and at night, the KEITH got underway again, joining the rest of the task group.

The course lay east; the group had again been ordered to operate against weather-reporting subs in the North Atlantic. Radio silence was strictly maintained. At dawn on February 1st, a sub was caught on the surface by a plane from the CORE. The sub dived and escaped, although an intensive search was made. Very rough, mountainous seas and a never-ceasing high wind made life miserable for the next three weeks. There were a few momentary sound contacts, but the weather made it impossible to hold on long enough to make a successful attack. One of the DE's lost a man overboard; recovered him, but was unable to keep him from death, due to exposure and drowning. A fighter plane crashed and the search for the pilot had to be abandoned as hopeless. The KEITH investigated a radar contact which proved to be a Red Cross Mercy ship. On February 21st, the wind built up a violence until it reached a speed of 130 miles per hour. All the ships reported damage to their structure and it was with a sigh of thankfulness and relief that orders came that night to return to port. Members of the crew suffered injuries from the constant banging around that they got. The next morning dawned bright and clear but cold. It was an awe-inspiring sight to watch the tremendous waves. The other ships disappeared for minutes at a time only to emerge high on top of a large wave and crash with water cascading over the structure and superstructure. Fuel was low and three days after starting back, the ships took advantage of the calmest weather of the trip to receive fuel from the CORE. At five o'clock of the morning of the 26th, there was a loud crash followed by scraping noises along the side of the ship. Going at 17 knots, the KEITH had crashed head-on into a field of pack-ice. Fortunately, the ice was not too thick and the ramming bow sliced it neatly. But the clank and bang of large chunks of ice continued throughout the day. The sea was as calm as glass. Early the next morning, the ship moored again in Argentia. It was bitter cold and a two-foot layer of snow covered the naval base. But supplies and fuel were taken aboard and the group departed that afternoon for home. Three days later, the KEITH had joined three other DE's and all were detached south of Nantucket to proceed to New York. At midnight, the KEITH passed Ambrose light and anchored in Gravesend Bay. Soon after daylight, she got underway and, encountering a great deal of ice in the harbor, tied up in the Brooklyn Navy Yard. Fourteen much-needed days of availability followed.

On March 17, 1945, at four in the afternoon, Captain T. S. Dunstan, USNR, Commander of Escort Division SEVEN, hoisted his flag

aboard the KEITH. The following day the KEITH and two other ships of the division got underway and after an uneventful trip arrived in New London, Conn. Two days later, the division, less the MOORE, was made a task unit and sent out on anti-submarine patrol. Another group joined and the two operated together east of Nantucket Shoals. There were no submarine contacts, and on the 26th, the task unit set course for Norfolk. Four days following their arrival, Captain Dunstan shifted his flag back to the U.S.S. MOORE.

On April 3rd, the CORE and her task group got underway for Guantanamo Bay, Cuba, arriving four days later. While the CORE remained at anchor, the escorts went out nearly every day on gunnery and anti-submarine exercises. These lasted until the 13th, at which time the entire group got underway for Bermuda, staying there overnight and leaving the following day to effect a rendezvous with three other task groups far to the northeastward. One of these included the U.S.S. BOGUE, another escort carrier group. Twelve DE's formed a barrier one hundred miles long with air coverage supplied by the CORE and the BOGUE. Their purpose was to intercept and destroy a large wolf-pack of German U-boats reported heading for the east coast of the United States. On the 23rd, one of the group made a sonar contact. All the ships in the barrier converged to make a search of the area but contact was lost. This search continued through the night. Near dawn the KEITH investigated a radar contact which proved to be a U.S. frigate. At 8:40 A.M. the FREDERICK C. DAVIS was torpedoed and shortly sank with great loss of life about 20 miles from the KEITH, who was with another group of ships searching for the same sub. Almost immediately sonar contact was made by the ships near the DAVIS. Because of the danger of torpedoes, it was impossible to stop at that time for survivors from the DAVIS. Meanwhile, the other ships were attacking the sub with depth charges. At 10:30 A.M. the KEITH arrived at the scene. Throughout the day contact was held for several attacks. At 6:39 P.M., the submarine came to the surface just a short distance from the assembled ships. The closest of these, including the KEITH, opened fire and soon the sub was seen to sink bow first in a vertical dive. There were many yellow life rafts bobbing up and down in the water near the spot. The KEITH and several other ships approached and, together, took aboard 33 German prisoners. The KEITH captured four of these, all claiming to be seamen. After this incident, the barrier was reformed. Soon it retired to the west and commenced searching again. There were contacts by other ships, but none developed as actual submarine contacts. On May 3, the KEITH was sent back to the CORE as an escort. The next day a plane from the BOGUE saw and attacked a sub on the surface, with an oil slick resulting. There were several disappearing radar contacts reported by planes, but none produced any sonar contacts or attacks. Then on May 8, the WARD, also screening the CORE, made a sonar contact. While the carrier turned away, the KEITH and OTTERSTETTER rushed to assist. Though repeated attacks were made, there were no positive results. Shortly after this, the barrier was broken up, some of the ships being sent to accept surrender of German submarines now surfacing in accordance with orders following the German capitulation. The CORE and her group proceeded directly to New York.

On the last day out, a violent storm whipped up choppy seas south of Long Island. Waves washed over the bow and smashed the forward gun shield, ripping a hole in the deck large enough to climb through. The gun shield was shored as well as possible and a mattress stuffed into the hole. The storm abated and no further damage resulted. The hole was repaired at the Brooklyn Navy Yard during a four-day availability. Then the KEITH shifted to the 36th Street Pier, Brooklyn, for three more days.

On May 19, the KEITH steamed out of New York bound for Boston, arriving the following evening. She tied up to Pier 4 in the South Boston Annex, Navy Yard, Boston, staying there until June 22nd having her main engines completely overhauled. The torpedo tubes were removed and her secondary battery greatly enlarged. A new type smoke screen generator was built into the fantail. Many changes were made in the radio equipment. A fire control director was added on the flying bridge, including a compartment to house the new equipment. Finally, the whole appearance of the ship was altered by a new coat of dark blue paint. On June 23, she got underway for the first time in more than a month for sea trials and test firing of her new guns. The equipment functioned properly and the next day her radio direction finder was calibrated. Meanwhile, Comdr. George Atterbury, former commanding officer of the SLOAT, had relieved Captain Dunstan as Commander of Escort Division SEVEN on June 18.

The KEITH left Boston on June 25 but returned to port when it became apparent that a hurricane off Cape Cod would be encountered. Finally, on June 28th, the KEITH, the WARD, and the TOMICH got underway, and going through the Cape Cod Canal, set course for Guantanamo Bay, Cuba.

On the way to Guantanamo the three ships held drills in tracking, flag hoists, and ship handling. They arrived in Guantanamo on July 3, and July 4th was celebrated in style by firing all the guns during gunnery exercises. After two weeks of drills of every sort, the KEITH and several other ships sailed for the Panama Canal, arriving at Coco Solo Naval Reservation in the early afternoon. There was a busy scene as supplies, provisions, fuel, new publications, etc., began to arrive aboard. There had to be a complete revision of the office files to agree with the Pacific Fleet. Early the next morning the DE's got underway. The entire day, July 18, was spent in passage through the impressive Panama Canal. Finally, just at sundown, the Pacific end of the canal came into view.

There was no stop-over at Balboa and the group continued out into the Pacific and steamed up the west coast of Central America and Mexico. Along the way, exercises were held in plotting and flag hoists. There were also surprise gunnery drills. Then, on July 26th, the DE's entered San Diego. There were four days of operational repairs before getting underway again. Meanwhile, the crew made the most of their last liberty in the United States for a long time to come.

On July 31, the KEITH shifted berths to load ammunition. The group that had been together since leaving Guantanamo sailed that evening for Pearl Harbor. The trip to Pearl took more than a week, but exercises kept it from becoming monotonous. The KEITH entered Pearl Harbor shortly before noon. The next week was spent on a schedule of exercises and days in port. On the 20th of August, a task unit consisting of CortDiv7, less the WARD, and Cort Div51, less the JANSSEN, was formed and got underway. The course was westward to the now quiet forward area. Japan's surrender had finally become effective after days of delay. The route passed close northward off Eniwetok and then northwest to Saipan, crossing the International Date Line on the way. There was a short stay at Saipan, long enough to get mail, fuel and provisions aboard. The next morning, the KEITH and the MOORE were assigned as escorts for a small convoy bound for Iwo Jima. This convoy dragged a slow course through the hot, muggy weather. Finally, on September 3rd, the convoy arrived at Iwo. The following day the KEITH was assigned to an air-sea rescue station between Iwo Jima and Japan. After a week, she was relieved and came back to Iwo for her first mail since leaving Saipan. Four days later, after getting more fuel and provisions, the KEITH returned to its former station. Her duties included sending weather reports, and homing signals, investigating suspicious objects in the water, and the most important, assisting planes which may be in distress.

This concludes the history of the KEITH up to the present date, October 1, 1945. Many changes have been made, not only in her construction and equipment, but also in her personnel. Of the original group of ten officers, only four remain. And of the original crew of 175 men, 24 are now being returned to the U.S. for release from active duty in accordance with the policies of the Navy Department. Although the ship has been in offensive action against the enemy for 26 months, she has engaged in no anti-aircraft actions, and only one surface engagement. For the latter, she carries the insignia of a German submarine painted on her superstructure and those men who were aboard at the time are entitled to wear a bronze star in the American Theatre of Operations Ribbon.

During her twenty-six months of commissioned service, she has steamed approximately 150,000 miles and has visited many ports. The manner in which she has served her country and in weathering the many gales and high seas of the North Atlantic, gives credit not only to her designers and builders, but to the men who have served in her as well.

The future duties and employment of the KEITH are unknown to any aboard at this time. However, it is known that as long as she remains in active service, she will continue to uphold and perpetuate the traditions of the United States Navy.

On the first of October the KEITH was relieved of her "Bird-dog" (air-sea rescue vessel) duties after staying at Station #62 for two weeks. When the U.S.S. SATTERLEE, the ship relieving, had taken over her duties as station vessel, the KEITH departed, going back to Iwo Jima. She stayed at anchor for one day, then got orders from the SOPA to form in a screen for a convoy consisting of the large merchant ships at the island. It was necessary for all large ships to clear the island to avoid a typhoon. Two other DE's and the U.S.S. RHIND, a DD, completed the screen. The convoy sailed south to get out of the typhoon's track. The course was reversed after traveling approximately 100 miles, because the typhoon had curved and lost its intensity. The next morning the ships anchored again, but had to get underway the following day to avoid another typhoon. This time the KEITH had four merchant ships to take care of by itself. However, one of them became involved with a group being led by another DE and did not join the KEITH's group. The KEITH led her three ships eastward for two hours, then had orders to return to Iwo, because the typhoon had abated. After staying at anchor for another two days, she was ordered on the 9th to proceed to Birdog #61, which was located just two hundred miles south of the entrance to Tokyo Bay.

She got underway at dawn, and, passing the numerous volcanic rocks that make up the Nanpo Shoto island group, arrived on Station the next morning. Here she relieved the U.S.S. SWANSON, a destroyer, which then returned to Iwo Jima. Station keeping involved no strain on the navigator at this station because of a cockscomb-shaped rock called Sumisu Jima, which reached several hundred feet out of the water, just about 15 miles to the westward. This made an excellent radar target by night and served as well as any buoy or lighthouse in the daytime. The next day the KEITH had to run to the south to avoid a typhoon, but came back on the following day. Beyond sighting a few ships and sending homing signals to airplanes nothing happened for twelve days, when the KEITH was relieved by the TOMICH. She heard then that the Division Commander had been detached and was returning to the United States for discharge under the Navy's point system. When the KEITH arrived at Iwo, she transferred 24 men who rated discharge off the ship. This loss was felt keenly, because all the experienced and high-rating men were the ones to go first. Also, the number of men aboard was getting seriously low. But there was a new ship's complement allowance announced which indicated that during the peacetime it was intended that the ship be run by even less men than were aboard. The KEITH now enjoyed an entire week at anchor in Iwo Jima's northwest harbor. Three of the most experienced officers were transferred for discharge, including the Executive Officer, Lt. Comdr. F. P. ZOCH, Jr. The former Gunnery Officer had been at an advanced school in Pearl Harbor, and never returned to the ship, because he received his orders for discharge just after finishing his instruction. The former assistant gunnery officer, therefore, took over as executive officer on a temporary basis.

On the 31st of October, the KEITH received orders to proceed and establish a new Birdog Station, which would be halfway between Iwo Jima and Saipan. When this was done, two ships which had been guarding the route were secured and the KEITH became the only radio beacon and rescue vessel between the two Pacific island bases. The sea lanes were busy with ships going north or south and many planes flew overhead. On the 7th of November, the TOMICH relieved the KEITH and the KEITH went on in to Saipan. The ship's mail had been sent to Iwo Jima, however, and the tangle was further confused, when, after six days at Saipan the KEITH was sent out on a temporary birdog station and unexpectedly ordered to Iwo Jima again. The mail situation was highly involved and unfavorable. Very little mail was received at Saipan, because it was being sent to Iwo Jima. By the time that the mail was routed to Saipan, the KEITH had gotten underway again and went to Iwo. Then, before the mail could come back to Iwo Jima, the KEITH was sent from Iwo to establish a new birdog station on the route from Marcus Island.

She stayed on this station for four days, sighting only occasional airplanes. In the early morning of the 24th of November, she went alongside a tanker and took aboard an officer, who was very ill, to rush him to the hospital at Iwo Jima. A Martin Mariner plane was sent out from Iwo to pick up this officer and fly him back. But the sea was too rough and the plane was unable to land. At 9:30 A.M., the KEITH started her trip to Iwo with the passenger. She made the fastest speed she could sustain without damaging her engines and arrived at the island at 9:00 the next morning. An LCVP was waiting when she anchored and the patient was put aboard it in his stretcher to be taken to the hospital. He recovered rapidly, and was seen two days later enjoying the music at the officers' club and expectantly awaiting transportation back to the States for his discharge. The next few days were spent going and coming from a special birdog station just 160 miles south of Iwo. The station required a vessel only during the forenoon and was secured at 1300 each day.

On the 5th of November, the long-awaited relief for Lt. Comdr. W.W. Patrick, the skipper, met the ship at Iwo. He was Lt. Comdr. Edward C. Hines, Jr., the first Regular Navy Line Officer ever to be attached to the KEITH. He graduated from Annapolis in the class of 1941 and had been executive officer of the battle-veteran destroyer, U.S.S. ALLEN M. SUMNER. While the KEITH made another trip to the temporary station, the captain's relief had an opportunity to observe the ship at General Quarters and Abandon Ship Drills. He went through the entire ship on an inspection trip and carefully examined the records of the ship's finances and publications. On the 7th, in a ceremony on the boat deck, the command was changed. That evening the new captain got the ship underway and headed out to the birdog station between Tokyo and Marcus, which had been tended by the TOMICH since the KEITH had left it with her hospital patient. She relieved the TOMICH in the early morning of the 9th and started patrolling. Rough, chilly weather, with strong winds prevailed and the ship rolled and pitched a great deal in the seas. The station was patrolled for a week when the KEITH was relieved by the U.S.S. WILHOITE (DE-397), another destroyer escort. Then she set course for Iwo Jima and arrived the

next morning.

This brings the chronicle of the U.S.S. KEITH up to the date of December 17, 1945. She was still at Iwo Jima at the time of this writing. Personnel are at a new low, there being 100 less men aboard now than when the Navy's point discharge system was first announced.* None of the officers and only twenty of the men who put the ship into commission remain aboard. Of these twenty men, most are in the Regular Navy.

*The billet of executive officer has been passed to the officer next senior to the Captain and has changed hands three times in two months as these men became eligible for discharge.

U.S.S. KEITH (DE-241)
c/o Fleet Post Office,
San Francisco, Calif.

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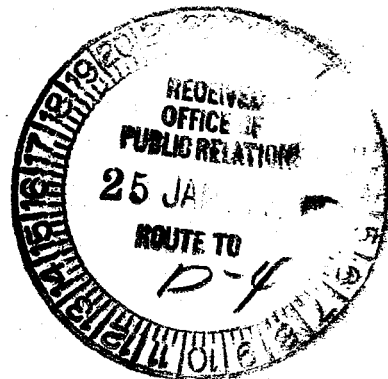
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ENB - ROUTING SECTION

From: The Commanding Officer.
To: The Secretary of the Navy.

Subject: Supplement No. 1 to ship's history, U.S.S.
KEITH (DE-241) - submission of.

1. Supplement No. 1 to the history of the U.S.S.
KEITH (DE-241) is submitted herewith.

E. C. Hines, Jr.
E. C. HINES, JR.



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On the 31st of October, the KEITH received orders to proceed and establish a new Birdog Station, which would be halfway between Iwo Jima and Saipan. When this was done, two ships which had been guarding the route were secured and the KEITH became the only radio beacon and rescue vessel between the two Pacific island bases. The sea lanes were busy with ships going north or south and many planes flew overhead. On the 7th of November, the TOMICH relieved the KEITH and the KEITH went on in to Saipan. The ship's mail had been sent to Iwo Jima, however, and the tangle was further confused, when, after six days at Saipan the KEITH was sent out on a temporary birdog station and unexpectedly ordered to Iwo Jima again. The mail situation was highly involved and unfavorable. Very little mail was received at Saipan, because it was being sent to Iwo Jima. By the time that the mail was routed to Saipan, the KEITH had gotten underway again and went to Iwo. Then, before the mail could come back to Iwo Jima, the KEITH was sent from Iwo to establish a new birdog station on the route from Marcus Island.

She stayed on this station for four days, sighting only occasional airplanes. In the early morning of the 24th of November, she went alongside a tanker and took aboard an officer, who was very ill, to rush him to the hospital at Iwo Jima. A Martin Mariner plane was sent out from Iwo to pick up this officer and fly him back. But the sea was too rough and the plane was unable to land. At 9:30 A.M., the KEITH started her trip to Iwo with the passenger. She made the fastest speed she could sustain without damaging her engines and arrived at the island at 9:00 the next morning. An LCVP was waiting when she anchored and the patient was put aboard it in his stretcher to be taken to the hospital. He recovered rapidly, and was seen two days later enjoying the music at the officers' club and expectantly awaiting transportation back to the States for his discharge. The next few days were spent going and coming from a special birdog station just 160 miles south of Iwo. The station required a vessel only during the forenoon and was secured at 1300 each day.

On the 5th of November, the long-awaited relief for Lt. Comdr. W.W. Patrick, the skipper, met the ship at Iwo. He was Lt. Comdr. Edward C. Hines, Jr., the first Regular Navy Line Officer ever to be attached to the KEITH. He graduated from Annapolis in the class of 1941 and had been executive officer of the battle-veteran destroyer, U.S.S. ALLEN M. SUMNER. While the KEITH made another trip to the temporary station, the captain's relief had an opportunity to observe the ship at General Quarters and Abandon Ship Drills. He went through the entire ship on an inspection trip and carefully examined the records of the ship's finances and publications. On the 7th, in a ceremony on the boat deck, the command was changed. That evening the new captain got the ship underway and headed out to the birdog station between Tokyo and Marcus, which had been tended by the TOMICH since the KEITH had left it with her hospital patient. She relieved the TOMICH in the early morning of the 9th and started patrolling. Rough, chilly weather, with strong winds prevailed and the ship rolled and pitched a great deal in the seas. The station was patrolled for a week when the KEITH was relieved by the U.S.S. WILHOITE (DE-397), another destroyer escort. Then she set course for Iwo Jima and arrived the

next morning.

This brings the chronicle of the U.S.S. KEITH up to the date of December 17, 1945. She was still at Iwo Jima at the time of this writing. Personnel are at a new low, there being 100 less men aboard now than when the Navy's point discharge system was first announced.* None of the officers and only twenty of the men who put the ship into commission remain aboard. Of these twenty men, most are in the Regular Navy.

*The billet of executive officer has been passed to the officer next senior to the Captain and has changed hands three times in two months as these men became eligible for discharge.

Keith

Ellis Judson Keith, Jr. was born at Houston, Texas on 30 June 1919 and entered the Navy as a Seaman Second Class on 2 October 1941. He was assigned as a radioman and gunner on a patrol plane that flew on aerial bombardments and strafing ~~and~~ attacks on enemy ships in the Aleutian Islands. He was killed in action 11 June 1942, during a mission over Kiska Harbor. Seaman Keith was awarded the Air Medal posthumously for his courage and fortitude.

(DE-241: dp 1,200; l. 306'; b. 26'7"; dr. 8'7"; s. 21 k.; cpl. 186; a. 3 3", 8 40-mm., 10 20-mm., 2 DCT, 8 DCP, 3 21" tt; cl. Edsall)

Keith (DE-241) was launched 21 December 1942 by Brown Ship Building Co., Houston, Texas; sponsored by Mrs. Ellis J. Keith, Sr., mother of Seaman Keith; and commissioned 19 July 1943 at Houston, Texas, Lt. D. Cochran, in command.

After shakedown and training exercises out of Bermuda, Keith sailed from Norfolk 14 September 1943, on the first of three voyages escorting convoys from East Coast ports to Gibraltar.

After returning from the last convoy escort duty 22 February 1944, Keith underwent extensive refresher training and participated in antisubmarine warfare exercises before sailing on 15 March as part of escort carrier Tripoli's newly-formed hunter-killer group. With this group she patrolled the coastal waters of the

Atlantic from Brazil to Newfoundland in quest of deadly enemy submarines. In July she joined a similar group operating with escort carrier Core.

On 30 August, this hunter-killer group contacted an enemy submarine, Keith assisting in the search, made two hedgehog attacks with inconclusive results.

Keith continued to operate with the hunter-killer group patrolling the vast waters of the Atlantic, escorting convoys from "mid ocean point" to the United States, mooring and anchoring at Brazil, Bermuda, Argentina, Cuba, and various ports in the United States.

On 23 April 1945, the hunter-killer group operating as a combined force against a large wolfpack of U-boats, spotted a partially submerged submarine and the entire scouting party proceeded to investigate. While searching the next day, Davis a destroyer escort in company, was torpedoed and sunk. Keith and task group ships headed to position where Davis had gone down and launched a severe depth charge attack that lasted some 12 hours before forcing U-546 to surface. The destroyer escorts opened fire on the submarine and Keith made two direct hits before the U-boat sunk. After the engagement Keith rescued 4 survivors from the sub.

On mid-July, Keith departed ~~San~~ Guantanamo Bay, Cuba for duty in the Pacific.

Keith found herself in Pearl Harbor at the end of hostilities and got underway to Saipan for escort duty and mop-up operations. Shortly after arriving there on the last day of August, she was

assigned an ~~air~~ air sea-rescue station between Iwo Jima and Japan where she operated until 20 December. At the end of the year Keith sailed for China arriving Shanghai on the last day of December. She remained there patrolling and escorting vessels until sailing for home on 10 April 1946 via Pearl Harbor and the Panama Canal arriving at Charleston, S. C. 15 May 1946. Keith was towed to Green Cove Springs, Florida where she was decommissioned and placed on reserve 20 September 1946.

Keith received one battle star for World War II service.

ABC
to
FOP

O

JACKET FILE

In reply address not the
signer of this letter, but
Commandant, Eighth Naval
District, Federal Building,
New Orleans, La.

HEADQUARTERS EIGHTH NAVAL DISTRICT
FEDERAL BUILDING
NEW ORLEANS, LA.

Refer to No.

NDS/381WCR:ws
Serial No. 050

5 JUL 1943 **CONFIDENTIAL**

To: Captain DeWitt C. Redgrave, Jr., U. S. Navy.
Subj: U. S. S. KEITH (DE-241) - Acceptance and commissioning
of.
Ref: (a) SecNav ltr. JAG:P:JGMR:am dated March 12, 1943.
(b) Vice CNO conf. desp. 032000 July, 1943.
Encl: 1. HW. Three (3) blank acceptance receipts.

1. You are hereby designated representative of Com Eight subject to ref. (a) to accept and commission the U. S. S. KEITH (DE-241) at the yard of the Brown Shipbuilding Co., Houston, Texas, on or about 7 July, 1943.
2. When the condition and the status of the vessel and the propelling machinery are satisfactory to you and Supship and when acceptance of delivery has been authorized by the trial board or sub board you will accept the vessel.
3. Upon acceptance and upon receipt of sufficient personnel, you will place the vessel in full commission in accordance with Article 638 (1) U. S. Navy Regulations. If commissioning is or is likely to be delayed because of insufficient personnel, advise Com Eight by despatch.
4. You will accept receipt for the vessel from the Commanding Officer as provided by Article 1509(3), U. S. Navy Regulations and will forward one (1) copy to Com Eight.
5. Inform the Commanding Officer that it will be unnecessary for him to report the commissioning and assumption of command since Com Eight will make the necessary reports.
6. Following the commissioning ceremony, report by despatch to Com Eight accomplishment of commissioning and name of Commanding Officer.

By direction of the Commandant.

RECEIVED S-C FILES

Room 2055

7 JUL 1943

ROUTE TO:-

23

CC: PCO USS KEITH (DE241)
Supship, Houston, Tex.
Ind. Mgr. SNB.
Vice CNO

Op File No. (SC) A4-1/DE241

Doc. No.

Copy No. of 1

PRN. 12151

A. C. WOOD,
Operations Officer.

JACKET FILE



Serial No. 126023
S04 30 63

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

FIRST ENDORSEMENT
on BuPers ltr P-254-RJS
dated April 29, 1943

May 4, 1943.

From: The Vice Chief of Naval Operations.
To: The Secretary of the Navy.
Subject: Approval of names Gloucester, Belfast, and Long Beach for Frigates now under construction. Assignment of names Scott, and Keith to DE-214 and DE-241 respectively.

1. Forwarded, recommending approval of the names for the vessels indicated:

<u>Recommended Name</u>	<u>Classification</u>
GLOUCESTER In honor of the City of Gloucester, Mass.	PF 22
LONG BEACH In honor of Long Beach, California	PF 34
BELFAST In honor of Belfast, Maine	PF 35

2. Under date of December 8, 1942, the Secretary of the Navy approved the changing of the name SCOTT, for escort vessel DE-241, and assigned the name KEITH, in honor of the late seaman Ellis Judson Keith, U.S.N. On the same date, the Department approved the reassignment of the name SCOTT to DE-214 building at the Navy Yard, Philadelphia, Pennsylvania.

J. H. NEWTON,
Acting.

OP-23-S-EB
Serial No. 126123

SECOND ENDORSEMENT

May 4, 1943.

From: The Secretary of the Navy.
To: The Vice Chief of Naval Operations.

1. Approved.

FRANK KNOX.

Copy to:
Cominch (4), CinCPac, CinClant
BuPers (90), Comdt. 8 ND, Comdt. 9 ND, Comdt. 11 ND
Comdt. NY Mare Island, California, Comdt. NY, Phila., Penna.
The Bureaus and offices and Divisions of the Office of the
Chief of Naval Operations
All ships and stations (via SecNav Semi-Monthly Bul.)

PS: VHSO P96

T 2 SCAN ROXY 211900 MOAT ZPQ GR 8 HT

FROM: SUPSHIPS ORANGE TEX

ACTION: BUSHIPS

DO NOT TRANSMIT BY RADIO

ROUTINE HP

Moore

~~Scott~~

Keith

DUG EASY 240 AMI DUG EASY CHI LAUNCHED

2016/21 DEC 42

Action 33 - Buships

ΦΦA-ΦΦR-Φ5-16-2d-37

Commish - Of DO

Duplicate

FROM: COM 8 202247 NCR 10039 22 JULY 43
ACTION: VCNO AIRMAILGRAM LEK
INFO: BUSHIPS...BUORD...BUPERS...BUSANDA...SUPSHIP
HOUSTON...CO USS KEITH (DE-241)

KEITH (DE-241) ACCEPTED 18 JULY AND COMMISSIONED 19 JULY
1943 X LT DRAYTON COCHRAN USNR COMMANDING X

23...ACTION

13...00A...00R...05...10...19...20...20S...20S2...20N...190...
20E...20P...20P3...21...BUPERS...BUSHIPS...SANDA...BUMED...
COMINCH...BUORD...NAVAID...MC...FILE

23 Ball
235-1m CB
23G

P

RESTRICTED

6122185

(Ex-Scott)

Name KEITH # 1 Hull Number (type) DE-241
 Class Edsall Name Source Seaman 2/c Ellis
 MC Type Judson Keith Jr. ←
 Builder Brown S.B. Co., Houston, Texas

Reclass. or Renaming	Date	Source
Originally named Scott	Auth. Date <u>2/6/42</u>	Source <u>DANFS</u>
Chg. to KEITH #241 Sp.F.	Keel Date <u>8/4/42</u>	Source <u>"</u>
	Launch Date <u>12/20/42</u>	Source <u>Sp.F.</u>
	Comm. or IS Date <u>7/19/43</u>	Source <u>DANFS</u>

Sponsor Mrs. Ellis Judson Keith Sr. ← Mother Source Sp.F.

Acquisition Date _____ Method _____

Former Owner _____

Prior Merchant Service and Names _____

1st CO LT. D. COCHRAN Source DANFS

Decomm. & Recomm. Dates Decomm. on 1/146 at Green
 and Reserve Data Cove Springs, Florida

Date Stricken _____ Final Disposition _____

Subsequent Merchant Service and Names _____

Battle Stars _____

Remarks _____

TYPE: DE 241

NAME: KEITH

FORMER
NAME: SC

Completion 7/43 Bldg. Yard Brown S.B. Co ASSIGNMENT:
Houston, Texas
 Commission _____ Conversion Yard _____ Fleet _____
 Report for Shakedown _____ Fitting-Out Yard _____ Squad. _____
 Ready for Service _____ Home Yard Chaston Group _____

REMARKS:

Comdg. Office

Lt. D. Co

LENGTH: 306'		BEAM: 37'		DISPLACEMENT: 1500		DRAFT LOADED:	
		BATTERIES				CRUISING RAD	
		NAME	NO.	TYPE	ROUNDS	BOTTOM: Spe	
Fuel Capacity		5"/38	2	DP		Max.	
Cargo Capacity		3"/50	3	"		Econ.	
Complement: Off.	Enl.	40mm	1	Quad			
Psngr. Capacity	Enl.	20mm	8	Twin			
Flag Qtrs.		DC Proj.	1	NAC			
F.O. Storage Gals.			8	5" BT.			
D.O. Storage Gals.			1	MR 10			
Gas. Storage Gals.							
L.O. Storage Gals.		Torp. Mnts.	1	3 TT			
Cargo Amm. Tons		Depth Chgs.	2	11/300# Torp.			
Refrig. Storage		Mines					
Heaviest Boom Capacity		Radar					
Tons		HF/DF					
Towing Engine		Sound Gr.					
		C.I.C.					
		Jamm. Equip.					
		Aircraft					
		Land. Boats					

No. Screws _____ Type Propelling Unit _____ S. Hp. _____
 Boilers No. _____ Pressure _____ Last Docked _____
 AC or DC _____ Voltage _____ Next Docking _____
 Evaporators Capacity _____ Next Overhaul _____
 Last Re-gun _____

TT

MOVEMENTS

PORT	ARR.	DEP.	EMPLOYMENT	DISPATCH REFERENCE
			Reporting for duty to Com AIR LANT	USS Keith C. 191312/6
Norfolk		6/21	Escorting "TRIPOLI"	USS Tripoli S. 201335/6
Newport	6/22	6/30		CTG 12.2 S. 201344/6
OPERATING AREA				USS Keith S. 290515/6
Boston		7/27	Escort. "PASADENA"	CINCLANT S. 182351/7
Hampton Roads	7/28			CLB5 S. 261941/7
			ON 8/1 report to Com Fair Norfolk as escort	CINCLANT S. 262016/7
			To "CORE" ON A/S operations	CINCLANT S. 3120223/7
Hampton Roads		8/8	TG 22.4	" "
			Slight damage to port propeller	DE 41 C. 080230/8
Argentina	9/10			CTG 22.4 S. 0811552/7
Nyd. N.Y.			On arrival latter part Sept. avail 12 days	CINCLANT SpLtr. 02504/8/30
Gtmo.	4/6		10 days ASW Training	CTG 22.4 S. 031425/4
Nyd. Boston			avail.	CINCLANT S. 171519/5
			Prepare for distant service	" "
			comp. 6/22	NYBost C. 011914/6
		6/28		CINCLANT C. 01353/6/2
				Cottont C. 211930/6
Gtmo	7/31	7/15	10 days refresher Train	DE 240 C. 240013/6
CZ	7/17		report to CINCPac	CCD 7 C. 160035/7
			reporting to CINCPac 7/17	CCD 7 C. 172342/7
CZ		7/19		CINCPac P. S. 202123/7
San Diego	7/27	8/1		CINCPac P. S. 012134/7
Pearl	8/7			" "

DE 243 C. 271903/6

→

DE 240 C. 240013/6
CCD 7 C. 160035/7
CCD 7 C. 172342/7
CINCPac P. S. 202123/7
CINCPac P. S. 012134/7

10'
S WITH CLEAN
d Miles

Flot.

Div Coast River ?

ers:

have USNR

REFERENCE SOURCES:	NAME AND DESIGNATION	
	USS KEL (DE 241)	
	PERIOD OF SERVICE	SO NAMED
	1943-	

STATISTICAL DATA

TYPE:	BUILDER
CLASS	
	LAUNCHED:
MAIN ARMAMENT	SPONSOR
LENGTH:	NAMED FOR:
BEAM:	ACQUIRED:
DRAFT:	1ST COMMISSIONED: 19 July 1943
DISPLACEMENT:	1ST COMMANDING OFFICER:
SPEED:	CHANGES IN STATUS
COMPLEMENT:	RES/OC Jan. 1947, berthed in Fla.
FINAL DISPOSITION	name chgd from SCOTT to KEITH on 8 Dec. 1942

HISTORICAL INFORMATION

COMBAT OR OTHER OPERATIONS:

R O U T I N E

13 JAN 1958

B E P A15

R 130047Z

FM USS SAGAMORE

TO COMFIVE

INFO CNO

COM EASTSEA FRON

BUSKIPS

COMSIX

NAVSHIPYD NORVA

INDMAN FIVE

COMFLAGRU

COMCHASN GRU

COMNORVAGRU

BT

MY 091908Z X RELEASED CUSTODY OF KEITH BE241 TO YTB 499 AND PILOT

AT NAVSHIPYD NORVA 130045Z

BT

DIST 43 CCG

03 030 33 3330-34 04 45 003 CR FLAG PLOT CNO/000

DLVY NR 17//GAZE//CB

PAGE ONE OF ONE

130047Z

OP-431/jj
Ser 1242P43
5 OCT 1972

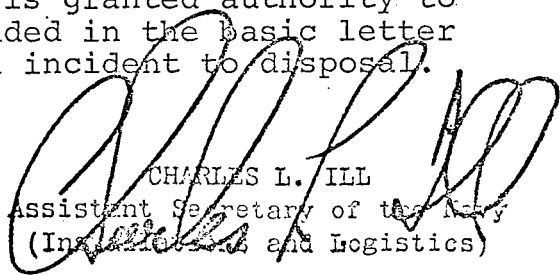
FIRST ENDORSEMENT on CNO ltr ser 1241P43 of 3 October 1972

From: Secretary of the Navy
To: Chief of Naval Operations

Subj: Survey of OSTERHAUS (DE-164), KEITH (DE-241), TOMICH (DE-242), SWASEY (DE-248), RICKETTS (DE-254) and HOLTON (DE-703)

1. Returned, approved. The OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON shall be stricken from the Naval Vessel Register on 1 November 1972.

2. The Chief of Naval Operations is granted authority to dispose of these ships as recommended in the basic letter and will take the necessary action incident to disposal.


CHARLES L. ILL
Assistant Secretary of the Navy
(Inspection and Logistics)

Copy to:

SNDL Part I

21A Fleet Commanders in Chief (CINCLANTFLT only)

24C Cruiser Destroyer Force Commanders (COMCRUDESANT only)

SNDL Part II

A1 Immediate Office of the Secretary

A2A Independent Offices (NAVCOMPT, JAG, ONR & OLA only)

A4A Chief of Naval Material

A5 Bureaus

FF8 Inspection and Survey Board (PRESINSURV & SUBINSURVLANT only)

FKA1 Systems Command Headquarters (less NAVAIRSYS COMHQ & NAVFACENG COMHQ)

FKL1 Shipyards (NAVSHIPYD PHILA (Code 960) only)

FKL7 Inactive Ship Storage Facility (ORANGE)

DSSO PORTSMOUTH

DHEW

GSA

SPCC

MMFO (E)

OPs-00, 09, 090, 09B2, 09B3, 09B9, 904K, 090R, 10, 03, 32, 33, 35, 40, 41, 094, 095, 007, 008, 973 only

11 5287-42



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, D.C. 20350

IN REPLY REFER TO
OP-431/jj
Ser 1241P43
OCT 3 1972

From: Chief of Naval Operations
To: Secretary of the Navy

Subj: Survey of OSTERHAUS (DE-164), KEITH (DE-241), TOMICH (DE-242), SWASEY (DE-248), RICKETTS (DE-254) and HOLTON (DE-703)

- Encl: (1) PRESINSURV Endorsement ser 1376 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 14-72 of 14 June 72 (OSTERHAUS (DE-164))
(2) PRESINSURV Endorsement ser 1378 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 16-72 of 16 June 72 (KEITH (DE-241))
(3) PRESINSURV Endorsement ser 1370 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 17-72 of 16 June 72 (TOMICH (DE-242))
(4) PRESINSURV Endorsement ser 1372 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 18-72 of 19 June 72 (SWASEY (DE-248))
(5) PRESINSURV Endorsement ser 1374 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 20-72 of 26 June 72 (RICKETTS (DE-254))
(6) PRESINSURV Endorsement ser 1368 of 10 July 72 on SUBINSURV NAVINACTSHIPFAC ORANGE rpt ser 22-72 of 26 June 72 (HOLTON (DE-703))

1. Enclosures (1) through (6) are surveys of the OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON. These ships are Destroyer Escorts which were commissioned between 1943 and 1944 and placed out of commission, in reserve after service in World War II. The ships have not been modernized. In order to meet the minimum demands of present day operations, extensive repairs and modernization would be required. The costs of such a program are disproportionate to the value of the ships.

2. The President, Board of Inspection and Survey has found OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON unfit for further Naval service and has recommended that these ships be stricken from the Naval Vessel Register. The Chief of Naval Operations concurs and recommends these ships be stricken from the Naval Vessel Register on 1 November 1972, as provided for in Title 10, U.S. Code 7304.

6-5254-42

OP-431/jj
Ser 1241P43
OCT 3 1972

3. Subsequent to striking, authority is requested to dispose of these ships pursuant to the existing law in a manner most advantageous to the government.

4. Pursuant to the requirements of Title 10, U.S. Code 7307, and because these ships have been found unfit as required by law, it is hereby certified that OSTERHAUS, KEITH, TOMICH, SWASEY, RICKETTS and HOLTON are not essential to the defense of the United States.

DH Jackson
D. H. JACKSON
BY DIRECTION

NAVAL MESSAGE

*****U N C L A S S I F I E D*****

NAVY DEPARTMENT

DE 241

ROUTINE

R 121300Z FEB 74

FM INACTSHIPSTORFAC ORANGE TX

TO NAVSHIPS DET PORTSMOUTH VA

INFO: RUEDASA/DPDR NEW PORT RI

CNO WASHINGTON DC

CHNAVMAT WASHINGTON DC

NAVAL SHIPBUILDING SCHEDULING OFFICE PHILADELPHIA PA

UNCLAS//N04500///

ATTN SHIPS 043

CNO 435

REMOVAL OF SHIPS CONTRACT 16-4026-005, ITEMS 005 AND 007

1. EX-USS KEITH (DE-241) AND EX-USS RICKETTS (DE-254) DEPARTED FROM THIS FACILITY AT 0945, 9 FEB UNDER TOW OF TUGS "TAURUS" AND "HERMES" WADE TOWING COMPANY BROWNSVILLE, TEXAS FOR PURCHASER ANDY INTERNATIONAL INC., BROWNSVILLE TEXAS.

BT

43(6) ...ACT

00(1) 09(1) 09B3(2) 09BH(3) 09M(1) 09R(1) 090(2) 90(2) 92(5) 01(6)

29(1) 03(3) 30(1) 32(6) 04(2) 40(7) 05(3) 51(5) 53(3) 55(2) 59(2)

094(6) 941(10) 943(5) 007(9) COMPT(4) INSURV(4) OLA(5) PERS(1) NCSC(2)

RECALLED/

CONTROL NO.	PAGE	OF	PAGE	TIME OF RECEIPT	DATE TIME GROUP
348495/043					1214 G 103
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*****U N C L A S S I F I E D*****